

SPLENDID RACE AROUND DEEP-SEA TRIANGLE.

COLUMBIA PUSHING HER NOSE IN FRONT ON A THRESH TO WINDWARD.

through Columbia's lee. Sycamore held his course and there was no more than thirty feet between them as Shamrock cleared. She came about and headed for the line with Columbia ahead and to windward.

Sycamore had calculated his time and distance better than Barr.

He held Columbia off as they passed under the stern of the Committee boat on the starboard tack. Both were quickly sailing around. Both boats gybed their booms over to starboard and were on the port tack headed for the line.

Sycamore's Triumph.

This put Shamrock in the windward berth. The Yankee boat held further off to get away from Shamrock's smothering clouds of canvas just as the starting gun was fired.

Shamrock was close to the line and crossed it on the run in just thirteen seconds. Barr had either been caught napping and was beaten, or else he held back purposely.

Before he headed for the line he made a slight maneuver to keep from eye-bing and that cost him a minute or more. There seemed to be no need of his fooling around, losing time in that way and the patriotic old barnacles howled with rage. But perhaps Barr wanted to give Shamrock the forty-three seconds allowance as a start and make a stern chase of it.

Columbia finally straightened out and crossed the line one minute and thirty-four seconds after Shamrock. Both were on a close reach and at a 15-knot cap, flying through the little white caps kicked up by the freshening breeze. Shamrock had all the advantage and if she was ever to win here was her chance.

FINE RACE TO FIRST MARK.

(Special to The Evening World.)

SANDY HOOK, Oct. 3.—It was a magnificent and blood-stirring race to the first mark. Both were close-crested on the port tack and smothered along through the seas.

The pace was terrific, and it was impossible to determine when half the first leg had been sailed whether or not the Shamrock was maintaining the lead she gained when they crossed the line. Both were carrying the same sails.

Shamrock turned the first mark at 11:01.05, and gybing, stretched out for the reach to the second mark. One minute and eleven seconds later Columbia followed her around, having gained 21 seconds on the first leg. Both swept away on the starboard tack, Shamrock leading by about a quarter to a third of a mile.

The official time of turning the first mark was: Shamrock, 11:01.05; Columbia, 11:02.17.

This showed the Columbia's gain on the first leg was 23 seconds in the ten miles of close reaching.

SECOND LEG QUICKLY SAILED.

SANDY HOOK, Oct. 3.—The second leg of the race lost nothing in excitement. The wind held strong and true, and after rounding the first mark the racers maintained their terrific speed, making no change in their sails.

The excursion fleet had a fight to keep up with the race, being compelled to crowd on a full head of steam to maintain a position which would keep the flying yachts in view.

As in the first leg, it was mere guesswork at first whether either boat had gained or lost. When about half of the second leg had been covered it seemed, however, as if the American had managed to slightly crawl up on her fast sailing opponent.

At any rate she was safe within her time allowance, and as they neared the second mark it was evident that if she was not gaining she was easily holding her own.

Still scudding in the strong wind the big white racers fetched the second mark, Shamrock rounding it first, and flattening sheets she held toward the Jersey shore on the starboard tack for about an eighth of a mile.

The Columbia, however, luffed around the mark and stood off on the port tack. As soon as the Columbia had rounded, the Shamrock also went on the port tack, and in this position the yacht stood nearly due north for more than twenty minutes.

STRUGGLE TO THE FINISH LINE.

SANDY HOOK, Oct. 3.—The dash down the third leg to the finish was the first windward work of the race, and the result of the contest depended on the respective merits of the two boats in the thrash to windward, at the end of which was the finish line.

At 1:05 both yachts went about on the starboard tack and stood for the Jersey shore, the Columbia tacking first.

The race was as close as ever. Both yachts had taken in their jib topsails before reaching the second mark preparatory to heading up the last leg under the three lower sails and lower club topsails.

Working in the wind the Shamrock was apparently footing very fast, but Columbia seemed to outpace her.

In the first half hour of sailing after the second mark had been tacked, the Columbia had the race in hand on time allowance unless Shamrock did some unexpectedly superior work.

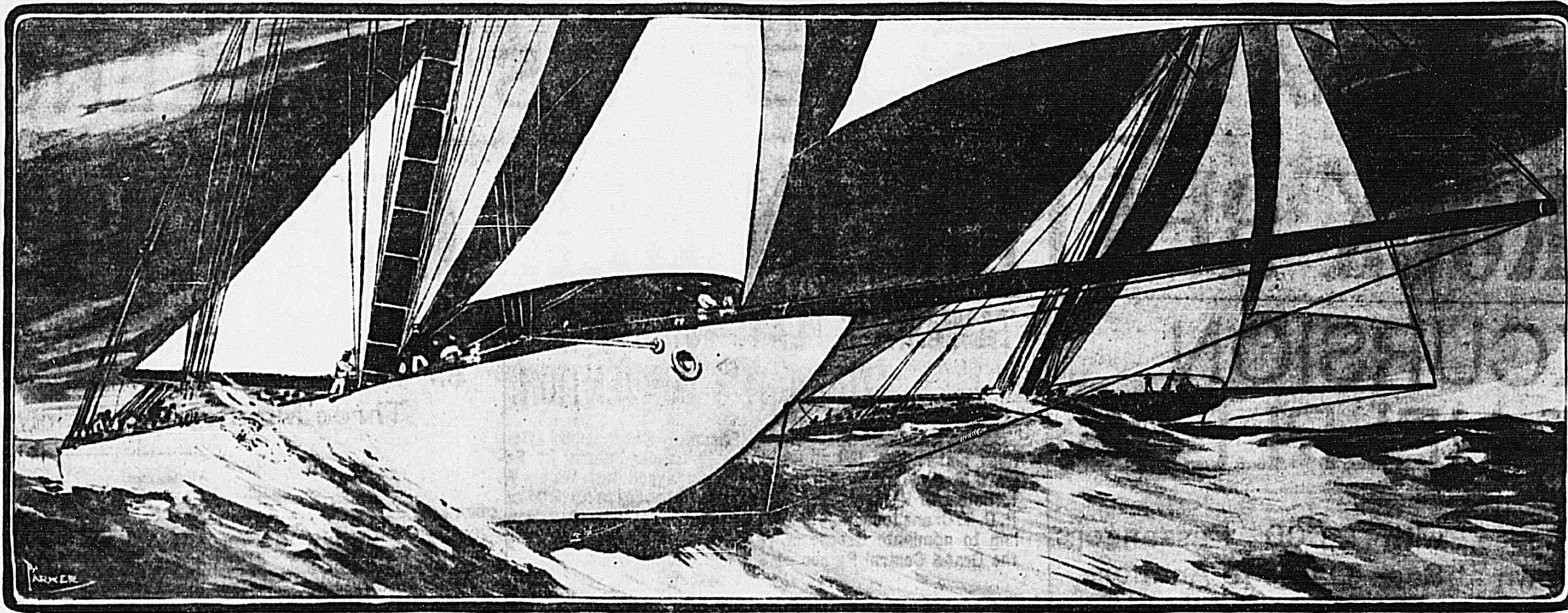
It was nip and tuck for the next twenty minutes or more, until about 1:20, when both boats went about on the port tack and it was seen that the defender had eaten up on her rival and taken the lead.

Outpointed Shamrock. She had outpointed the Shamrock and secured a commanding position on the latter's bow. All during the tack Capt. Barr played his old game of continually placing his failure to point as high was a surprise to the experts, in view of the good qualities she showed in this respect on Saturday last.

About 1:30 a part of the excursion fleet started for the Lightship to witness the finish.

With the finish line about four miles away at 1:40 the American boat had the race well in hand, and, barring accidents, it seemed inevitable that she would more than make up the Shamrock's lead over the line and get home ahead of her.

But even with the Columbia's sudden start and advantage the race was still a close one, and never for a moment



COLUMBIA.

SHAMROCK.

Conditions Perfect.

There was no question of favoring slants or fortunate flukes, for weather conditions were absolutely perfect from the moment the gun fired. It blew as if made to order for a fair test of the British and American boats, and through two legs of reaching, and the first of the windward work on the homestretch Columbia had showed herself to be the surer.

In the close reach to the first mark she had gained on the visitor, she gained on the broader reach to the second mark, and when they began the exciting beat home she ate her way into the wind in a manner that her rival could not approach.

Tacking for the Mark.

Both yachts held the port tack, heading almost north toward the long island shore, and it looked as if they meant to hold it until they were sure of fetching the mark on the next tack. As they worked up the wind, the glimmering bows of the British and American boats were getting further and further to leeward and astern, and the American had a lead which hardly a fast steamboat could have cut down in the short stretch of water which lay between her and the finish.

The excursion fleet at this time were strung out in a long, scattering line to leeward of the course, and doing their best to keep up with the racers.

Columbia's Safe Lead.

At 1:37 both yachts went about on the starboard tack and headed for the finish. Columbia having a safe lead of about a quarter of a mile.

The race was over then. Nothing could beat Columbia.

At 1:40 the Columbia was walking

the finish line, and in this position the yacht stood nearly due north for more than twenty minutes.

At any rate she was safe within her time allowance, and as they neared the second mark it was evident that if she was not gaining she was easily holding her own.

Still scudding in the strong wind the big white racers fetched the second mark, Shamrock rounding it first, and flattening sheets she held toward the Jersey shore on the starboard tack for about an eighth of a mile.

The Columbia, however, luffed around the mark and stood off on the port tack. As soon as the Columbia had rounded, the Shamrock also went on the port tack, and in this position the yacht stood nearly due north for more than twenty minutes.

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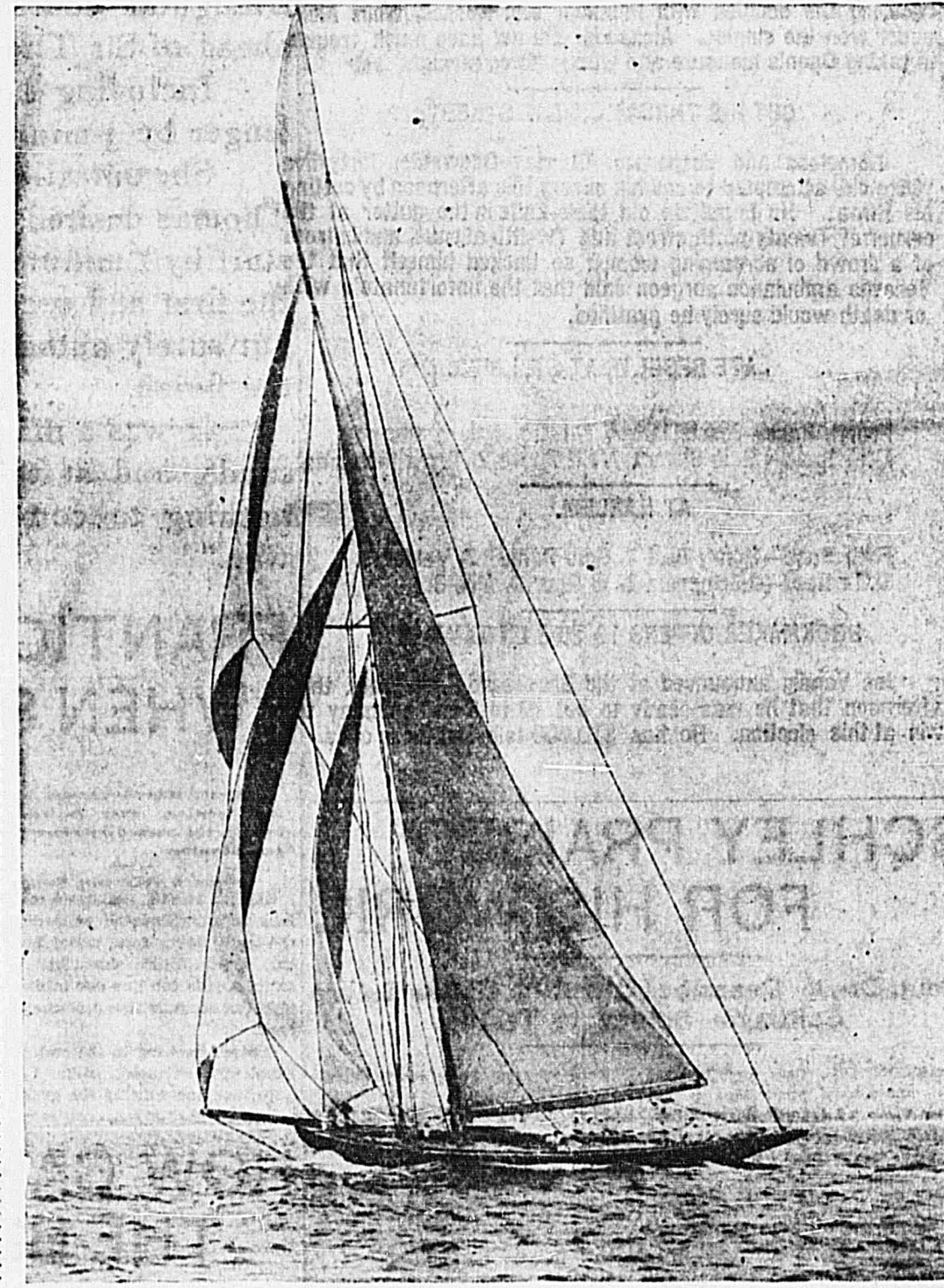
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SHAMROCK ON BROAD REACH, STARBOARD TACK.

weather berth again at 1:06. They were ahead, but Shamrock had the line on the outside. They showed their bows at an angle of 25 degrees. Both were making considerable time in the lee, the Columbia more so than the Shamrock.

Spray Drenched Deck. The Irish boat, however, dipped her bows deeper. The quartering wave was sending a heavy spray over the decks, drenching the jacks. The sailors were almost hanging over the weather rail to keep the lee rail out of the water.

The excursion fleet, which was much smaller than on the previous race days, had all on steam to keep up with the yachts. Columbia was widening the distance between her and the Shamrock as she made the reach ahead of the Shamrock.

At 1:15 Columbia was creeping up on Shamrock, having cut down her lead by probably twenty-five seconds.

At 1:16 the yachts had covered over eight miles of the first leg on the reach. They were heading east, half south. The wind was hitting them over the port quarter.

Shamrock was maintaining her lead, but Columbia was flying through the water like a wild duck.

At 1:18 the wind lost some of its strength, and dropped to fifteen miles. The yachts were then nearing the first turn.

Booms Swung to Port. The yachts gybed around the mark and booms swung to port. The wind came over the beam and they tilted away on a beam reach.

Timed across a marine glass at 12:15 Shamrock was leading by one minute and forty-five seconds. Columbia had dropped off a few seconds on the first three miles of the second leg, but she still continued to point higher, and was laying a straighter course. The wind by 12:20 had dropped to eleven miles.

At 12:25 Shamrock was about three miles from the second turn, Columbia was three-quarters of a mile still further away.

Nearing the Mark. Both yachts approached the second turn at 12:45 and took in their jib topsails standing for the mark.

Capt. Sycamore took Shamrock too far in toward the Jersey shore at 12:53, which gave Barr an opening to get to the finish. Standing on the port tack, Columbia was making a fine race of it, and from shore appeared to have the lead.

Shamrock worked up into Columbia's weather, and secured the coveted

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the condition of the sea gave them some concern. The Lipton boat, if her skipper properly estimates her qualities, is fond of a big blow, but she shies at lumpy waters. Her snub nose smashes on the choppy waves, seriously interfering with her footing abilities.

On the other hand, Columbia, whose graceful lines trim daintily at the bow, appears to care not a rap for disturbed seas, which she cuts through like a buzz-saw through a smooth board.

The Horseshoe fleet made an early start. Mainsails were uncovered early, headsails run up in stops and earnings made ready for the day.

Procession to Lightship. The committee boat Navigator came down the Swath Channel at 9:15. Close astern was the tug Edward Luckenbach, the stake boat, and the Buccaneer, which acts as guide to the racers when sailing the course.

The revenue cutters next steamed along, followed by a long string of excursion boats laden with throngs of sightseers. Neither boat was in a hurry to set sail. They crossed the bar at 9:20 without any sign of activity. The crews walked leisurely about the deck, while the respective skippers made sure that all was ready for the race.

At 9:45 the wind was heading to north-northwest with a force of seventeen miles. It had every indication of holding through and around for the race.

Excursion fleet began to gather at the lightship soon after 10 A. M. The smaller craft were rough weather on it on the way out, the sea breaking over the gunwales and spraying the upper decks.

Holding Sail. The Columbia's crew began to hoist mainsail at 10 o'clock. Shamrock's men began hauling on the mainmast at the same time, the two racers being headed up in the wind a mile and a half from the lightship.

Columbia sent up her No. 3 club-top-sail at 10:10. It is the smallest one of her suit, but a wholesale breeze blowing many of the old shellbacks feared there was danger in carrying so large a spread of canvas aloft.

Shamrock sent up a larger club-top-sail than the Yankee. From shore it looked like her number two. On the ascent it went foul of the halyards and the crew went off to straighten it out the tangle. It took the jacks only a few minutes to get the sail hoisted.

The letter "D" was displayed on the Navigator at 10:25, meaning that the yachts would sail over the triangular course.

The wind at 10:30 was blowing steady, still holding at 17 miles. Shamrock's club-top-sail was sheeted home at 10:30, and breaking out her fore-and-aft and jib, cast off her tow and filled away, heading southeast. Columbia broke out her headsails ten minutes later, and bore away for the lightship.

TO-DAY'S BETTING ON THE YACHTS. To-day's betting on the yacht races makes Columbia a favorite at 2 to 1. At these odds Fred Brooks, of Seligman & Co., at No. 70 Broadway, will bet any part of \$10,000 that the defender will win the series.

Mr. Brooks has been commissioned to place some Shamrock money as follows: Two thousand five hundred dollars at odds that Shamrock will get at least one race of the series, and \$10,000 that the challenger will win the next two races.

BETTING IN WALL STREET. There was considerable betting on to-day's race in Wall street. F. H. Brooks made an offer of \$2,500 even on Shamrock's winning to-day's race. The bet, as far as could be learned, was not covered.

Mr. Brooks also wagered \$1,000 to \$200 against Columbia's winning the next two races. At the same time he offered odds of 5 to 2 on Columbia's winning the series.

The "curb" Bunnell & Buchanan placed \$500 to \$500 on Shamrock's winning to-day's race, and bet \$100 to \$100 on Columbia's making a New York race.

COAL STRIKE THREATENED. Six thousand men may leave Scranton Mines. SCRANTON, Pa., Oct. 3.—A strike of the men employed in all the mines of the New York and Scranton Coal Company, controlled by the New York, Ontario and Western Railroad, is threatened today.

If such results six thousand employees will be made idle in the York-pa region of that company, which are located in Scranton and the Upper Lackawanna Valley.

Strike on French Lines Coming. HAVRE, France, Oct. 3.—The engineering workers of the Transatlantic and other lines have decided to go out on strike Friday. Among the reasons given for this is the companies' intention to reduce the number of men employed on their vessels.

Outgoing Steamships. RAILED TO-DAY. Le Champagne, Stearns, New England, Deutschland, Hamburg, El Valle, New Orleans, G. Kurster, Bremen, Hamilton, New York, Fritz Willem IV, Hays.

Democracy of Bay State Split. BOSTON, Mass., Oct. 3.—Prepared to nominate Josiah Quincy for Governor, the Democrats of Massachusetts met in State convention here to-day. The delegates were tardy in getting into the meeting place, the Boston Theatre, and it was nearly noon when the chairman of the State Central Committee, William S. McNary, and the members of that body appeared.

The usual formalities were finished quickly, Thomas J. Gargan, of Boston, being named as chairman. Mr. Gargan made a stirring address.

He devoted his opening words to the sorrow caused by the death of President McKinley and declared that if the common law was not adequate to punish individuals counselling assassination "new laws must be enacted," and that all societies advocating such doctrine "must be ruthlessly stamped out."

Mr. Gargan then entered into an exhaustive discussion of national issues. He held that the doctrines advocated by many men in the Republican party toward our possessions acquired either by purchase or conquest, meant the utter subversion of our form of government.

He referred to the source of danger in the distant possessions in case of war and the additional taxation necessary to maintain the army and navy required by such possessions.

With reference to industrial conditions Mr. Gargan said: "We have passed from the era of corporations to aggregations of corporations called trusts. Can we stop the formation of trusts? I am frank to say I see no way. Can we control them? I think we can, and the time has arrived when we must."

Chairman Gargan said that President McKinley's last speech at Buffalo showed that he had grown "from the politician into the statesman" and had placed his feet firmly on their platform and advocated the good old Democratic doctrine of greater freedom of trade and reciprocity.

The platform deplored the assassination of President McKinley and declared against anarchy, and held fully for Democratic principles and reciprocity. Charles S. Hamlin nominated Josiah Quincy, of Boston, for Governor. Walter S. Russell, of Lynn, seconded the nomination.

Continuing the platform said: "We believe in the soundness of the American system of party government and in the division of the voters mainly into two great parties upon which it rests."

"The great preponderance of the Republican party in this State and in the nation is inconsistent with the public interest. We call upon all believers in Democratic principles and upon all who desire to resist present Republican tendencies to join in making the Democratic party a strong and harmonious organization ready to perform effectively its part in public affairs."

George E. McNeill, of Boston, was recognized. He began an address in English, which he reviewed the progress of the party since the last national convention and accused Mr. Quincy of having slighted Mr. Bryan in not receiving him, as Mayor of Boston, when Mr. Bryan was in New York.

Mr. McNeill was frequently interrupted in the course of his speech. He concluded by making a strong and harmonious organization ready to perform effectively its part in public affairs."

The ballot for Governor resulted as follows: Josiah Quincy, 1,285; Gamaliel Bradford, 774. Mr. Quincy was declared the nominee.

SIGNALS FOR THE EXCURSION FLEET. Hereafter at the close of any race, whether finished or called off, if there is to be a race the following day the Regatta Committee's boat, the Navigator, will display the code letter C (affirmative)—white pennant, with red ball. If there is to be no race on the following day the same vessel will display the letter D (negative)—blue pennant, with white ball.

All vessels are requested to repeat this signal while returning to port.

HAS \$5,000 EVEN TO BET ON LOW. The nomination of Edward M. Shepard for Mayor on the Tammany Hall ticket has aroused the speculatively inclined money men in Wall street to a betting point. Already many wagers have been recorded.

The biggest bet so far is offered by Frederick Brooks, of Seligman & Co., at No. 70 Broadway, who says he is ready to place \$5,000 at odds that Shepard will not be the next Mayor of Greater New York.

Mr. Brooks says there is plenty of Low money in the street that will go on the Fusion candidate at 2 to 1.

DEFECTIVE HOSE WAS OLD. Scannell Says None That Burst at Fire Was Bought by Marks. Fire Commissioner Scannell on arriving at Fire Headquarters today ordered an immediate investigation of the bursting of seven lengths of hose at the fire yesterday at Murray street and West Broadway. It had been said that these lengths were of the White Star brand and that they were furnished through William L. Marks, the former purchasing agent of the department, who, with Commissioner Scannell, was indicted by the Grand Jury.

Chief Croker reported later in the day that the seven lengths in question were old hose, and that none of them was of the White Star brand, and none had been bought by Marks. Some of the hose had been in use for seven years. It was found, and some for five years, that the result of this investigation added that every piece of hose bought by the department was guaranteed for three years.

RUNAWAY IN HARLEM. Officer Dragged Some Distance in Stopping Horse. There was considerable excitement along West One Hundred and Twenty-first street at noon today when a frightened horse ran through the street and narrowly missed colliding with a couple of trolley cars. The street was crowded with pedestrians at the time, and many had narrow escapes.

The horse is owned by the Wheeler & Wilson Sewing Machine Company, and its driver was John Walker. It became frightened while being fed. At Lenox horse barn the narrow animal was running into two trolleys. Between Lenox and Seventh avenues the shafts of the wagon broke off and the horse ran to Eighth avenue, where Officer Horton, of the Society for the Prevention of Cruelty to Animals, caught the reins and, after being dragged a short distance, succeeded in bringing the horse to a stop.

CALL STRIKE AT SLOANES'. Firm Refuses Demand of the Union Upholders. A strike has been declared against W. & J. Sloane, at Broadway and Nineteenth street, by the Upholders' Union. Between twenty and thirty men are out.

The union demands that the firm make a union shop of their establishment and employ only union help. This the Sloanes refuse to do, stating they would rather close their business than discharge old employees or force them to join a union. The union men declare they will close the Sloanes' place unless their demands are granted.

BAN ON ASSASSIN'S NAME. G. A. H. Men Recommend that it Never Be Mentioned. MADISON, Wis., Oct. 3.—An order was issued to-day from the headquarters of the Department of the Wisconsin G. A. R. putting the ban of silence on the name of President McKinley's assassin. The order reads, in part: "Our friend, our comrade, our President, is dead by the hand of an assassin, whose name should never be pronounced by an American."

The order goes on to have the criminal forgotten by the veterans, their children and grandchildren, so that the name of the assassin or details of the crime may never be commented upon.

SHIPPING NEWS. ALMANAC FOR TO-DAY. Sea rise, 5.55/100 sea, 5.40/1000 rise, 10.00. TIDE TABLE. High Water. Low Water. A.M. P.M. A.M. P.M. Sandy Hook 11:20 8:08 8:10 Governor's Head 11:25 8:06 8:08 Hell Gate Ferry 1:45 7:08 7:04

PORT OF NEW YORK. ARRIVED. Majestic Liverpool Chatthachoe Antwerp Lombardia Genoa Santa Lucia Naples Elia Baltimore N. H. Moller Bremen

INCOMING STEAMSHIPS. DUE TO-DAY. Britannia, Sunderland, N. York, Hall, Britannia, Shields, N. York, Hall, Wella City, Swansea, El Monte, New Orleans, Haka, Christchurch.

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